

G. R. S. IX-5]

Previous references.

Later references.

Reserve
1917-18
(Police)

File No. 106-17

Serial Nos. 169

p 63

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. 169

Part B for March 1918.

SUBJECT.

Railway accident between
Mysore and Paschamavahini on
17-12-1917.

9) To the F. A. Resident
No 844 of 14-3-1918
Forwards Copy of the
J. G's letter.

W D 88-GPB-50,000-24-7-16

Mr. Abdur Rahman
23-3-1918 Khan

GENERAL AND REVENUE SECRETARIAT.

(*Police*)

NOTES.

File No. *A*

FILE HEADING.

*Ry. accident between Mysore & Prochimavalim
on 17-12-17.*

From

No.	Dated		Received
Diary No.	Enclos.	Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

NOTES--First Sheet.

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

2.4.1

J m. 875-17

Telegrams 8/17 12-17

re reg. accident between
Myrdal Paschimna station.

Submitted for formal approval

ES
18/12

Chief Secretary)

(1st member)

cmz
8/12/17
8/12

2) Telegram not quite clear.
A detailed report may be
called for from the 28/12

18/12 uses

3) Draft

4) Draft subd.

5) Done above

8/12

2267
18/12/17

SurA

N.B.—Should routine notes be written on small slips,
the notes must be copied, or slips pasted on
this form.

18/12
18/12/17

Serial
No.

To, The D.G. of Police
No. 2156 of 19.10.1917
Requests to furnish a detailed
report in the case.

From
The D.G.P. No. 3863 of 22.12.17
289

Furnish the report called for.

(6) Subd.

24.11.18
M

In favour of renewal

8/11

First member

5.1

This may be submitted to the D.G. for perusal

(Dewan) 9/11

The D.G. of inquiry
The finding also may

be sent along with it

4

9.1

(10) Subd. The final report from the D.G. of Police has not
yet been received.

11/11/18
M

(11) I understand D.G. of inquiry

4.11

Legal Officer

P. 17 4

Submitted to His Highness.

U
12) I submit, for His Highness' gracious perusal, a
detailed ^x report received from the Inspector General of
Police, on the railway accident that occurred between -
Paschimavahini and Mysore on the 17th December 1917.

1672
Chandi

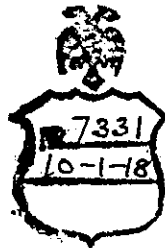
19. 1. 18.

P. 4. 17 55

Record of Cases submitted for the Orders
of His Highness the Maharaja.

Subject.

Report from the Inspector General
of Police on the Railway accident that
occurred between Paschimavahini and -
Mysore on the 17th December 1917.



801

Order.

13)

KRMF

16/1/18

Chief Secy

2

17.1.18

Tu
18/1/18
581

Serial
No.

S. A.

28/1/18

Serial
No.

22.1.18

Jell

To The D. G. of Police

c/o J2628 of 24.1.1918

Requests that the result of the enquiry -
Police as well as departmental - into
the matter may be intimated to the
Office at Lucknow.

From The F. A. Resident

c/o 1050 of 8.2.18

Forwards reply of letter No. 426/189
of 1-2 1918 from the Agent M. S. M.
To and invites the kind cooperation
of the Bureau in the matter.

Subd. with a draft to the J. G. P.

11.2.18.

In appur

First Member

Thence to the Bureau after
issue

done and resubmit

To The J. G. P. no. J3177 of 15.2.18.

Forwards copy of the Agents letter
and copies of its enclosures & requests that

Serial
No.

a C.I.D. officer may be deputed to investi-
gate the matter in conjunction with the
P. police and that the result may be
intimated at an early date.

20) Remd. as directed in para

17 supra.

85.
15-2-18.

21) In favour of Dewan Kund

perusal.

85
15/2

M. M. L. Lakshman Rao

22)

Seen. This is an important matter and
calls for thorough investigation.

A reply has to go to the Residency.

16.2.18

do

85/15/2

23) Dewan's order on the copy of the Residency
letter subd. to him: -

"This should be treated as a special
case and a report subd. to Govt. about the
15th of every month on the result of the
investigations."

The Ch. Secy. & the Ry. Secy. will
kindly hold themselves jointly responsible."

(Sdld.) M. V.
13.2.18

24) Chief Secy's note: -

"Asst. Secy. III"

(Sdld.) C. S. B.
14.2.18.

Serial
No.

25) Asst. Secy's order:-

"Please put up a copy of the order for the information of the Dy. Secy. and draft to the D. G. of Police to expedite investigation and submit a report by the first week of March."

(Dated.) 9.5.
18.2.18

26) Subd. with top draft to the D. G. P.

19.2.18.

The copy of the Presidency letter & the Asst. Secy's order thereon will be sent separately to the Dy. Secy.

19.2.18.

27) Yes Sir.
19/27 For the Dy. of Police
No 3230. Df 19.2.18

Requests that the investigation of the Case may be expedited and a report subd by the 10th week of March 1918.

8 Submit report on the result of the enquiry into the railway accident.

8 From the D. G. of Police

No 5474/17 Df 24.3.18

Submit a report on the result of the police enquiry into the Railway accident

28) From the above it will be seen that the accident must have been caused by the neglect or carelessness of the P.W. staff while

Phia File No. 106

of 1917-18. (9)

Serial
No.

The finding of the ry. dept. ~~private letter~~ goes to show that the accident was due to the malicious removal of a rail by some body

29) Subd. for orders.

24.
7.3.18.

Nile.

35) The Residency requested the District to appoint a special CID officer to investigate the matter. The investigation is now conducted does not establish that the loose rail the removal of which, both by the spikes was the malicious act of any individual. The absence of motive, the evidence of Shukappa and Ramaswami goes support the view of the D. G. of Police. The Supdt. has been making further inquiries in the matter. If approved, a copy of the D. G.'s letter will be forwarded to the Residency.

88
6/3

Chief Secretary

1st member

31) 4/3.

4/3

2/3

32) 4/3

33)

Draft subd.

34)

1/3

4/3

24.
7.3.18.
Nile3053
7.3.

2577

G. R. S. III-2]
General and Revenue
Secretariat.

Police File No. 106 of 1917-18

Serial
No.
9

To
The 7-A. Resident Pt 844 D/ 14.3.18

Forward copy of the J.G.'s letter.

35) Subd. No further action seems
to be necessary. This has to be subd. to the Dewan
as per para 23 supra.

H.
14.3.18.

S
14/3

Schipsentans)

36) Subd. to Dewan for perusal.

4869
14/3/18

4/3/18
S

37) Lm(

16.3.18 do

S
18/3

38) Subd. ~~any~~ ~~the~~ papers be filed?

H.
17.3.18.
N.K.

39) M
19/3

18
19/3

S. M. Service Message.

POSTS AND TELEGRAPHS.

OFFICE STAMP.

Prefix
Class.
Code.XXR
K

Recd. from

By 108

Sent to

At

H

M

At

H

M

By

C. E.

By

TO

Secretary to Judicial Department Bangalore

3 g police fort Bangalore

my wire coded by 7 under class a 2 and

5 late relief train returned at 7/55

with passengers line blocked and

consequent, necessary engine captured

clean down FROM Bangalore

Signature
of
Sender.

(Not to be signalled.)

S. M. Service Message.

POSTS AND TELEGRAPHS.

OFFICE STAMP.

Prefix
Class.
Code.XXR
E 7

GEN. & REV. SECRETARIAT
JUDICIAL
18 DEC 1917

Recd. from

By

10 25

Sent to

At

H

M

At

H

M

By

C. E.

By

TO

Secretary to Judicial Department Bangalore

3 g police fort Bangalore

Guard of 4 down reports engine and

ten empty coaches captured and grabbed

at mile 29 2/3 and 30 at 5/30 hrs this

morning between passed in. Chaturani and

myself driver from Bangalore

Signature
of
Sender.

(Not to be signalled.)

S. M. Service Message.

POSTS AND TELEGRAPHS.

OFFICE STAMP.



Prefix }
Class. }

Code, _____

Recd. from _____

Sent to _____

At _____

H. _____

M. _____

At _____

H. _____

M. _____

By _____

By _____

TO _____

Signature
of
Sender. }

FROM _____

(Not to be signalled.)

292/3

S. M. Service Message.

POSTS AND TELEGRAPHS.

OFFICE STAMP.



Prefix }
Class. }
Code.

Recd. from _____ Sent to _____
At _____ H. _____ M. At _____ H. _____ M.
By _____ By _____

TO _____
and 4 no passengers hurt ~~and~~ ⁱⁿ ~~the~~ ^{the} ~~main~~ ^{main} ~~cause~~ ^{cause} ~~the~~ ^{the} ~~probable~~ ^{probable} ~~at~~ ^{at} ~~the~~ ^{the} ~~main~~ ^{main} ~~wrecking~~ ^{wrecking} ~~line~~ ^{line} ~~may~~ ^{may} ~~not~~ ^{not} ~~be~~ ^{be} ~~recovered~~ ^{recovered} ~~within~~ ^{within} ~~24~~ ²⁴ ~~hrs~~ ^{hrs}

Signature of Sender. }
(Not to be signalled.)

FROM Str. matter Mysore
Mysore

S. M. Service Message.

POSTS AND TELEGRAPHS.

OFFICE STAMP.



Prefix }
Class. }
Code.

Recd. from _____ Sent to _____
At _____ H. _____ M. At _____ H. _____ M.
By _____ By _____

TO _____
Necessary arrangements on a

Signature of Sender. }
(Not to be signalled.)

FROM Str. matter
Mysore

G. R. S. VI—G/32]

SUBJECT.....

Diary No. of letter replied to.....

Section

File No.

Serial No.

GENERAL AND REVENUE SECRETARIAT,

, the

191

No.

2156

Date of issue..... 19. 12. 17

To

The J. G. & Police in Mysore

Signed by Mr. G. Srinivasa

Sir,

I am directed to state that telegrams have been received reporting the occurrence of a railway serious accident between Paschimavathi and Mysore on the 17th instant and to request you to be so good as to furnish a detailed report in the matter at a very early date.

I have &c.
B. J. H.
For Ch. Secy to G. S.

18.12.17
Recd.

19/12

No. 3863 Office of the Inspector General of Police in Mysore,

289 81

Dated Bangalore, the 22nd December 1917.

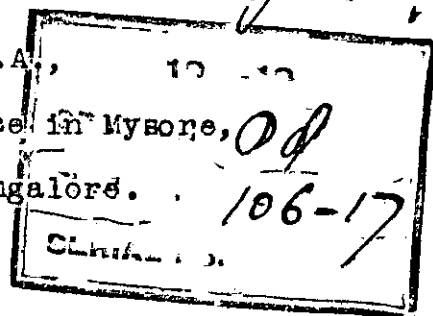
From

K. R. Srinivasiengar Esquire, M.A.,

Inspector General of Police in Mysore,

Bangalore.

DIARY No. 41429



26 DEC 1917

To

C. S. Balasundaram Iyer Esquire, B.A.,

Chief Secretary to the Government of His

Highness the Maharaja of Mysore.

Sir,

107

With reference to your letter No.J.2156 dated the 19th instant, asking for a detailed report on the Railway accident that occurred between Paschamavahini and Mysore on the 17th instant, I have the honor to forward herewith, for the information of Government, a copy of report received to-day from the Superintendent of Police, Railways and C.I.D., in the matter, and to state that I also visited the scene of the accident on the 19th instant with the Railway Superintendent and the Permanent Way Inspector. The accident ^{is said} ~~seems to~~ appear to have been due to the bolt and nuts of one ^{fish} ~~fish~~-plate, not having been in their places, as also perhaps some of the dogspikes, in consequence of which the rails spread out causing the derailment of the Engine with the consequent wreckage of the carriages. Whether the loosening or removal of the bolts and nuts was due to the negligence of the Railway Staff or to wilfull tampering with them on the part of anybody is a point about which it is not possible now to express any opinion; and the finding of the Committee that met yesterday to hold a joint enquiry is awaited on the point. Meanwhile, the Railway-Superintendent has been instructed to make all necessary local investigation and enquiry about the occurrence.

2. I may add that it is a matter for congratulation

that notwithstanding the serious nature of the accident, ^{and} the damage to the engine and the carriages, there was no loss of life, even the engine-driver and the two firemen on the engine who were tossed off some distance from the engine having escaped with a severe shake and without any serious hurt.

I have the honour to be,

Sir,

Your most obedient servant,

R. V. Inverness
Inspector General of Police.

Bangalore City.

22nd December 1917.

TO

The Inspector General of Police in Mysore,
BANGALORE CITY.

sir,

With reference to your memo No.C.94 dated the 20th instant, calling for a report on the railway accident between Mysore and paschimavahini on the 17th instant, I beg to report as follows:-

I received telegraphic intimation of the accident at 12 noon on the 17th instant. I proceeded to the scene of accident by the night train and inspected the wrecked carriages and the permanent way.

The train that came to grief was the passenger train that left Bangalore City at 9-30 P.M. on the 16th. At about 5-30 A.M. on the 17th, when the train was travelling at mile 292-4, which is midway between paschimavahini and Mysore, the engine, ten four - wheeled coaches (belonging to the S.I.R. Company and intended for the use of the M.A. Railway) and one M.S.M. bogie derailed. The site of the accident is a high embankment. The engine capsized and fell down the bank. The ten S.I.R. coaches, which were behind the engine telescoped ^{into} ~~with~~ one another and were smashed to pieces. The front wheels of the first bogie left the rails, but it was not otherwise injured. The rest of the train, consisting of six bogies remained on the rails and were not affected by the accident.. The driver and the two firemen were thrown out of the cab, and have miraculously escaped with slight injuries.

one of the firemen has however suffered extensive burns on one hand. Excepting for a few persons who were irregularly travelling in one of the S. I. R. coaches, in the rear, there were no passengers in the wrecked vehicles. The few men that were in the carriages have not been injured. The passengers in the remaining carriages have not sustained any injuries. The permanent way has been torn up for a length of nearly 110 feet.

On hearing of the accident, the Station Master at Mysore despatched a relief train and the passengers were taken to Mysore. The Police Inspector went to the scene of the accident in the Relief train and rendered all necessary help. The line was cleared of debris and through traffic was restored at 11 A.M. on the 18th, all traffic until then being transshipped.

The joint enquiry about the accident was held at 9 A.M. yesterday at Mysore. The District Engineer, the District Loco Superintendent and the District Traffic Superintendent formed the board of enquiry. The City Magistrate and I were present. Eight witnesses were examined, including one passenger and the statements of the engine crew (who are sick) recorded by the Loco Foreman were also considered. The cause of the accident was stated to be the loosening of a rail, by the removal of its fishplates, fishbolts and dog spikes. Having regard to the fact that the up-passenger train to Bangalore passed safely over the line at 10 P.M. on the 16th, it is inferred that the line must have been tampered with between 10 P.M. on the 16th and 5-30 A.M. on the 17th. The Railway employees, who

were examined as witnesses, were carefully questioned if there had been any serious trouble with the gangs recently, but they stated that there had been no such trouble. I have not yet received a copy of the finding recorded by the Board of enquiry. The District Engineer who presided over the enquiry, told me that copies of the statements and the finding would be sent to Government through the Agent of the M. S. M. Railway Company.

In the meantime, I have arranged for enquiries being made to find out the person or persons who tampered with the permanent way.

I am glad to report that the engine crew, are doing well.

Sd/- K. V. Anantaraman.

superintendent of police
railways and C.I.D.

Copy

Enclosure - 2
Inspector General of Police

G. R. S. VI—G/32]
SECRETARIAT
SUB. TYPING Sec.
22 JAN 1918

Diary No. of letter replied to

Section *PO*
File No. *106-17*
Serial No.

GENERAL AND REVENUE SECRETARIAT

()
, the 191 .

No. *2828*

Date of issue. *24.1.1918*

To

The J. G. of Police in Mysore

Signed by. *H. S. Prinsani*
My

His letter no. $\frac{3643}{289}$ dated the 22nd December 1917 submitting a report regarding the ry. accident which occurred on 17.12.17 between Mysore and Paschimavaram.

With reference to the above has the honor to request that the result of the enquiry — police as well as departmental — into the matter may be intimated to this office at an early ^{over} date.

For Order

22.1.18

For Ch. Secy to Govt.

No. 1050

17 folios

9/884

FROM

MAJOR E. H. S. JAMES,

FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of

His Highness the Maharaja of Mysore.

SECRETARIAT

Dated Bangalore, 8th February 1918

SIR,

I am directed to forward a copy of letter No.A.426/M.G., dated the 1st February 1918, with enclosures, from the Agent, Madras and Southern Mahratta Railway Co., Ltd., regarding an accident to No.4 Down Mixed Train at Mile 292/3 Mysore State Railway on 17th December 1917, and to invite the kind cooperation of the Durbar in the matter referred to in it.

Perhaps the Durbar could see their way to deputing a special C.I.D. Officer to investigate the matter in conjunction with the Railway Police.

I have the honour to be,
Sir,
Your most obedient servant,

E. H. S. James

FIRST ASSISTANT RESIDENT.

Letter No.A.426/M.G., dated the 1st February 1918, from the Agent, Madras and Southern Mahratta Railway Co., Ltd., Madras, to the First Assistant to the Resident in Mysore.

ACCIDENT TO No. 4 DOWN MIXED TRAIN AT MILE 292/3, MYSORE
STATE RAILWAY ON 17th DECEMBER 1917.

I have the honour to forward copies of the evidences taken and the Finding arrived at by the Joint Committee appointed to enquire into the derailment of Mixed Goods and Passenger train No.4 Down at mile 292/3, between Paschamvahini and Mysore, on the morning of 17th December 1917.

2. I regret the delay that has occurred in forwarding these -- papers to you, but the matter has of course been investigated by the Railway Police, who are doubtless doing all they can, and the object of my writing to you ^{now} is to ask ^{you if} ~~if~~ you will be good enough to use influence to have the matter very strictly taken up by the Durbar that they may co-operate and use all means to bring the perpetrators of the outrage to justice. The damage was chiefly confined to the Durbar's own Rolling Stock which was being taken empty to Mysore for use on the Mysore Arsikere Railway, but the damage is of small -- account compared to the loss of life which might occur in an accident of this nature and, unless the culprit can be discovered, a feeling of insecurity will arise in the mind of the Public and the Immunity with which a crime of this sort can be committed may encourage others to attempt a similar offence.

--@CCCCCCCC@---

" C O P Y ".

W. A. Series

Registrar, Resident's Office.

16

JOINT ENQUIRY PI-10-1017

Into cause of accident to S. A. Loco on 17-10-17
at mile 32 3/4 between Paschimvahini & Mysore.

H. T. McLeod, District Engineer, President.

A. Vaughan Williams, Dist. Loco Supt., Member.

J. V. Tavernor, Dist. Loco Supt., -do-

Also attended | A. A. Anantaraman, Supt., Railway Police, Mysore.
| J. S. Samsowamy, City Magistrate, Mysore.

WITNESSES:-

J. L. Lewis, P. O. Inspector, Mysore.

M. Samsowamy, Works Ministry, Mysore.

Mingah, " " Congrat, Co. 7 Bangalore.

Sunga Funga, " " " -do-

J. Farchett, Chief Guard,

A. Lopal Low, Brakeman,

M. Macmerry, Asst. Carriage Examiner.

Dr. E. S. Krishnaswamy Iyer. Passanger.

Statements of the engine crew were recorded by the loco-
foreman, Bangalore City.

Driver Ahmed Khan.

Guard Manganathan.

Loco J. Barry.

HISTORY OF CASE:-

Just after the Engine of No. 4 Down mixed on morning of 17th December had passed Bridge No. 739 at mile 222/3 to 4 between Pashimvahini and Mysore, it derailed and capsized, also 10 empty 4 wheel coaching vehicles (E.I.L.) immediately behind the Engine, and leading bogie of No. 947 derailed only. The 4 wheel stock being completely wrecked. The distance from point of derailment to point where engine came to rest is 102'.

The accident happened on a short straight 300' long and on the level, the approach to it being a rising grade of 1 in 100.

There were no passengers in the wrecked stock as they were being sent on transfer to the Mysore State Railway, where

Statement of witnesses:- Attached.

The statements of ^{engine crew} ~~drivers~~ were taken by the Loco Foreman at Bangalore City as the men were not sufficiently recovered to attend the inquiry.

FINAL REPORT

The evidence points conclusively to the fact that a rail was maliciously removed or ~~practically~~ *partially* removed from the track by persons unknown thus causing the accident, and the committee find that this is the cause of the accident.

Approved

President.

Wm. H. Miller
E. J. L. L. L.

STATEMENT OF Mr. H. L. LEWIS, P.S. Inspector, Mysore:-

Age 41, Grade 2nd grade P.S. Inspector, Pay Rs 140/-.

Service 11¹ years.

I received a memo from the Station Master, Mysore at about 7-10 hours on 17th morning that a passenger reported that the engine and several vehicles of No. 4 Down were derailed about midway between Mysore and Panchivahini. I started as soon as possible with the train examiner and the Force Railway by trolley and arrived at the site of the accident No 32/4 at about 7/4¹ A.M. I found the engine overturned down the bank on the right side and several vehicles wrecked and lying in all directions.

In investigation as to the cause of the accident I found that ^{at} the first joint on the right side beyond the bridge (see sketch) fish plates bolts had been entirely removed and were lying near the joint with their nut and washers intact.

These nuts had fresh MARK on them of a spanner or other instrument. At the next joint on the right side the fish plates and fish bolts were entirely removed and were, after the wrecked vehicles were removed found near the joint intact, and two bolts down the bank.

At the next joint on the right the fish plates were broken and the broken pieces still attached to the rails. Between the first and 2nd joints on the coast I found four spikes with fresh marks on the lugs to show they had been very recently drawn.

The first rail was half way down the bank, with the inner ^{fish} plate of the first joint broken and the outer fish plate bent, and no plates on the other end.

The rails on both sides beyond this were badly bent and displaced.

Question:- What was the distance from point of derailment to point where engine came to rest?

Answer:- 109¹ feet see sketch.

Question:- Describe what you saw at the point of derailment. ~~INDIAN~~
~~xxxxxxxxxxxxxxxxxxxx~~

Answer:- Behind the first joint already referred to there were no marks whatever and no damage to track. Immediately after the first joint there were flange marks on the sleepers, the sleepers were smashed up and displaced and the ballast ploughed up.

Q. Do you consider that the first rail at point of derailment was in its ~~normal~~ position before the engine passed over it?

A. The end of the rail next the first joint must have been in its correct position because the fish plates were found broken attached to the rail.

The other end would appear to have been skewed out because the dog spikes and fish plates had been removed and were not broken.

Q. Did you see anything else at the site which might have accounted for the accident?

A. No.

Q. What was the last time previous to the accident that you ~~passed~~ ^{passed} the spot?

A. By trolley on 14th and by P Down on 14th.

Q. Did you notice anything?

A. No.

Q. Had the gang been working recently at the spot of derailment?

A. About 10 days previously.

Q. What had they been doing?

A. Packing only.

Q. Have you had any friction with the Mato or Gangson recently?

A. No. The pay of the gang has been recently increased 7 annas, and the mato was transferred on a 1/- increase from Madakola about 2 years ago.

Q. Has anyone in that gang or the next gang on either side been recently dismissed?

A. No. But there have been resignations owing to high wages being paid locally.

Q. Did you examine the engine?

A. Yes. I saw nothing which would account for the accident.

Q. Had there been any friction between this gang-mato and the gang-matos on either side?

A. No. Not to my knowledge.

Q. How many dog spikes of the first rail did you find?

A. Nine.

Q. Have you got any of the dog spikes of the next rail?

A. No.

Question:- Have you any reason to suspect any of the villagers of Bagamhalli?

Answer:- No.

Q. What is your opinion as to the cause of derailment?

A. Malicious tampering with the Permanent Way.

Q. With regards to the evidence given could any other things have caused the derailment?

A. In my opinion -.

Sd/- H.B. Lewis.

P.T. Inspector,
Sycora Section.

GOVERNMENT MAISTRY V. V. Gnaneswaram,

Age 22, Service 21 years, Grade Works Maistry, Pay 20/-.

I went out with the P. I. Inspector to the site of the accident. I have read the P. I. Inspector's statement and fully corroborate it and have nothing to add to it.

I seldom go out on the line as I am in charge of special works at Mysore.

Sd/- V. V. Gnaneswaram,

Works Maistry, -

STATEMENT OF JANG MAISTRY Hingah,

Age 50. Service more than 30 years, Grade Gangmaistry,

Pay 15/-.

I was going along the line to work at about 7-30 A.M. when the P.S. Inspector came along on a trolley and picked me up at mile 293. I was not aware of the accident till the P.S. Inspector told me.

I got my gang and arrived at site of accident about 8/30. I found one rail fallen off on the right side, and 2 bolts & nuts removed of the first joint on the right side, and one bolt still in place and one fish plate in position and bent and the other broken.

I could not see the 2nd joint as it was covered with ballast. The spikes were thrown about and they had fresh marks of removal.

Question:- Where were you working the day before the accident?

Answer:- I was packing the line at mile 293.

Q. Had you been working recently at the actual site of the accident?

A. No.

Q. Have you been renewing or removing any of the fish bolts there?

A. No.

Q. When did you last examine the track at the site of the accident?

A. About 10 days previously.

Q. Do you suspect anybody of doing it out of malice?

A. No.

Q. Where did you keep your claw bars & spanners the previous night?

A. In my house at Mysore.

Q. Have any bars or spanners been lost recently?

A. No.

Q. How many claw bars have you got?

A. 3; spanners 7.

Q. Were all the bars in your house on the night of the accident?

A. Yes, Keyman keeps 1 spanner.

/ Mark of gang Maistry Hingah.

(translated to witness) & admitted correct.

Sd/- H.T. -cleod.

Sd/- A. Anantaraman.

STATEMENT OF KEYMAN Funga Funga,

Ago about 27, Service 8 years, grade Keyman, Pay 6/-/-.

Question:- Did you examine the track on the day previous to the occurrence at the site of the accident?

Answer:- Yes. It was alright then.

Q. Did you notice anything about the track after the accident?

A. Yes. I saw some rails removed down the bank, and some bolts and spikes removed and placed on the sleepers.

Q. Are you aware of anyone who out of spite may have caused this accident?

A. No.

Q. Do you know when the gang last worked at the spot of the accident?

A. One or 4 days before the accident they might have worked there packing the line.

/ Lark of Keyman Funga Funga:

translated to witness and acknowledged correct.

Sd/- K. Anantaram.

Sd/- H.T. McLeod.

STATEMENT OF GUARD Burchett,

Age 48, Service 11 years, Grade Chief Guard, Pay - 85/-.

I was the guard of 4 down on night of 18th Bangalore City to Mysore. I arrived at Paschimvahini on time and left right time. My brake-van was in rear of the train. At 8-30 I heard a loud bumping noise in front of the train, on opening the brake-van door and looking towards the ~~exact~~ front of the train I could see nothing. I felt 3 or 4 shocks and was thrown out of the brake. I got up and walked up to the front of the train, and met the underguard and found the Driver and F fireman in a disabled condition lying down near the engine. I saw the engine and carriages derailed and the carriages smashed up. I first got all the passengers out, none of them were injured as far I could ascertain.

There were no passengers in the wrecked vehicles. I next sent the underguard to Mysore with the accident message on foot.

Question:- Did you examine the track at the site of the accident?

Answer:- Yes. I saw a rail on the right side of the bank and the bolts and nuts unscrewed, lying near where the rail should have been in the track. I am of opinion that a rail was wilfully removed.

Q. At what speed was the train travelling at the time of accident?

A. About 15 miles an hour.

Q. Did you take any steps to protect your train?

A. Yes. I sent detonators with the underguard to place on the line on Mysore side and placed them myself on the Paschimvahini side after the underguard went to Mysore.

Q. What was the composition of the train?

A. Engine, 10 F.I.L. 4 wheel coaching stock, 2 E 2 N, 5 F.L., 3 P.L., 1 C.P.L. and 2 T. SX.

Q. Did the driver whistle for brakes?

A. No.

Q. Did you apply brakes?

A. No.

Q. Did any passenger complain of injuries?

A. No.

86/- W. Burchett.

STATEMENT OF A. Gopal Row, Brakesman,

Age 38, Service 34 years, Grade Brakesman, Pay ₹ 70/-,

I was the brakesman of No. 4 Down on 16th night from Bangalore City to Mysore. I left Aschmavahini at right time. At mile 992/2 at about 8/10 I was standing in the brake when I felt 3 bumps and fell down and was partially stunned.

After a few minutes I recovered sufficiently to get out of the brake and saw the engine capitalized and several carriages smashed up. I then removed the passengers and after seeing the Chief Guard and getting his instructions walked to Mysore to report the accident. I met no body on the way.

The Chief Guard told me to protect the train on that side as I went, which I did with detonators. My brake van was immediately behind the S.I.R. stock and the front bogie of it was derailed.

Question:- Were there any passengers travelling in the S.I.R. Coaches?

Answer:- No. Not so far as I am aware.

Q. Did you examine the Permanent Way?

A. Yes. I saw one rail lying down on the right side of the bank and some loose bolts and nuts lying beside the track.

Q. Did the Driver whistle for brakes?

A. No.

Q. At what speed the train was going?

A. About 12 to 15 miles an hour.

sd/- A. Gopal Row,

STATEMENT OF M. Kemernoy, Train Examiner, Mysore.

Age 33, Service about 15 years, Grade Train Examiner,

Pay : 90/-

On the 17th morning about 7 o'clock I received information as to the accident. I went out with the P.T. Inspector by trolley about 7-10.

On arrival at scene of accident I found the Driver and firemen near the engine injured and lying down. On further examination I found the engine had capsized on the right side of the bank and several wheel vehicles smashed up.

On looking at the Permanent Way to see the cause of the accident, I found 2 bolts and nuts removed and lying down near the track, the rail thrown out to the side and no dog spikes in the sleepers. I then returned to Mysore to get assistance.

Question:- What do you consider the cause of the accident?

Answer:- Some fish bolts had been obviously removed and no dog spikes were visible.

Q. Did you examine the Engine?

A. No.

Q. Did you consider that anything concerned with the T.I.C. stock was the cause of the derailment?

A. No. I gauged all the wheels and found them correct.

sd/- M. Kemernoy.

STATEMENT OF DRIVER. ALLED A.A.A.:-

N.R. No. 12202, Service 12 years, Age 27 years,

Rate of pay: 80/- per month.

I was the driver of No. 4 Down mixed train from Bangalore on the 14th night of December 1917. Up to the bridge between -
miles 22 1/2 and 4 nothing unusual happened but just as I passed
this bridge travelling at the rate of 15 miles an hour the engine
began to jump and rock about and just as I applied the brake turned
completely over throwing me violently outside, where I lay chivered.

sd/- Ahmed Khan.

STATEMENT OF AUGUSTALLA RANGANATHAN:-

D.P. No. 10073, Service 12 years, Rate Rs 12/-, Age 22 years.

I was the first fireman on Engine No. 140 B, working No. 4 Down mixed train from Bangalore on the night of the 18th instant. After passing the bridge about two miles from Mysore the engine rocked about and fell over. That is all I know. We were running about twelve to fifteen miles an hour at the time

X. Care of Augustalla Ranganathan.

The above was read and explained to Augustalla Ranganathan and acknowledged by him to be correct.

sd/- W. J. Williams,

Loco Foreman,

Bangalore City,

22/10/1917.

STATEMENT OF AUGWALLA L. LARRY:-

Service 2 Years, Age 24 years, Rate ₹ 14/-/-.

I was the second fireman on Engine^{of} No. 4 Down P. while working No. 4 Down mixed train from Bangalore on the night of the 15th instant.

After passing over a bridge after leaving Raschivahini behind about 2 miles the Engine rocked and jumped as if derailed. Then while the Driver was putting on the brake the engine turned over and I jumped off.

X. Mark of Augwalla Larry:

The above was read and explained to Augwalla Larry and acknowledged by him to be correct.

sd/- A. V. Williams,

Loco Foreman,

Bangalore City.

15/10/1917.

STATEMENT OF Dr. P. S. Krishnaswamy Iyer,

A First Class passenger by No. 4 Down of 18th night.

Some time after leaving Paschi-vahini I heard a noise. I was about in the middle of the occupied portion of the train. There were 3 or 4 bumps and the train stopped. On looking out I saw that my carriage had stopped on a bridge. The train was going slowly at the time of the accident.

I and others got out and walked forward and found the engine capsized and several carriages smashed up, and the Driver and Fireman injured.

Then I went and saw the portion of the track where the derailment occurred. It was day-light. I found a rail on the right side some distance from the track and 3 bolts and nuts unscrewed and removed and kept near where the rail should have been.

One fish plate attached to the end of the rail on the Paschimvahini side was bent and the other broken.

Several dog splices were lying about.

It was obvious that the bolts had been removed before the passage of the train.

There were a few passengers irregularly travelling in the smashed 4 wheel carriages who afterwards escaped with trifling injuries.

Sd/- P. S. Krishnaswami.

SUBJECT.....

Diary No. of letter replied to.....

Section *Police*

File No. *106-17*

Serial No. *6*

GENERAL AND REVENUE SECRETARIAT

()
the 191 .

No.

f 3177 (17 folios)

Date of issue.....

To

Signed by.....

Sir,

The I. G. of Police in Mysore

In continuation of this

office docket no. J2828 - Police 1064

dated the 24th January 1918

Regarding the railway accident

which occurred between Mysore

& Prothunavahini on 17.12.17 I

am directed to forward herewith a

copy of the unsignally communication

with copies of its enclosures & enc

over.

*Letter no. A426-M G.
dated the 18th Feb 1918.
from the Asst. Secy
& Southern Mahratta Ry
Co. Ltd., Madras, to the
Asst. Secy to the Resident
in Mysore.*

*To be kept return
with the reply.*

5218

and to request that a C.I.D. officer
may be deputed to investigate
the matter in conjunction with
the Ray police and that the result may be
introduced to him at an early date
I have p.c.

W.P.
1/1/2

For Ch. Secy to Govt.

85
0-218. Vll
W

List of enclosures.

Copied by

Examined by

19/2
G. R. S. VI—G/32]

SUBJECT.....

Diary No. of letter replied to.....

Section Police

File No. 106-17

Serial No. 7

GENERAL AND REVENUE SECRETARIAT,

()
the

191

No. 3230

Date of issue.....

To

Signed by.....

Sir,

In continuation of the
office letter no. J3177-Police 106-17-6
dated the 15th Feb 1918 regarding
the accident which occurred
between Pashmavati and
Myrow on 17.12.17. I am directed
to request that the investigation
of the case may be expedited and
a report sent by the 1st week
of March 1918.

Sharma
over.

Sd/-
for Ch. Secy. to
Govt.

19.2.18. V.K.

19/2

140

No. 5994 Office of the Inspector General of Police
417 in Mysore.

Enc 1 & 2 Jals

Bangalore, Dated 2nd March 1918.

From

grog)

K. R. Srinivasanagar Esquire, M.A.,
Inspector General of Police in Mysore.

To

C. S. Balasundaram Iyer Esquire, B.A.,
Chief Secretary to the Government of His
Highness the Maharaja of Mysore, BANGALORE

Sir,

With reference to your docket No. J.2828 dated the 24th January 1918 and subsequent letter No. J.3177/Police 106-17-6 dated the 15th February 1918, calling for a report on the result of the Police enquiry into the railway accident which occurred on the 17th December 1917 between paschimavahini and Mysore, I have the honor to submit herewith for the information of Government, a copy of report No. 5 dated the 8th February 1918, with copies of its enclosures, received from the Superintendent of Police, Railways and C.I.D. and to state as follows:-

2. Soon after the accident, I visited the scene of the occurrence as already reported in my letter No. 3863/289 dated the 22nd December 1917 to Government, and after discussing the circumstances of the case with the Superintendent, instructed him to take up the investigation himself, and also deputed a special officer - Mr. Abdul Latif, Police Inspector of Mysore City, who had intimate knowledge of the locality to help him in the investigation. The Superintendent has, after a thorough and careful enquiry, come to the conclusion that the wrecking of

From

The Inspector General of Police
in Mysore.

To

The Chief Secy to the Govt.
of Mysore, Bangalore.

Dated

2nd March 1918

9615

NO. 5994/417

Encl No.

one + 2 files

Submitting a report on the re-
sult of the Police enquiry into the
Railway accident between Paschimava-
hini and Mysore.

SECRETARIAT

III

Per [Signature]

the train was not the wilful and deliberate act of anybody, but was probably due to the carelessness of the gangmen who had been working at the scene of the occurrence.

3. So far as the theory of the deliberate and wilful wrecking of the train by mischievous removal of the dog-spikes, bolts and nuts of the fish-plates goes, the circumstances attending the accident preclude all possibility of it. If the accident was the wanton and deliberate act of anybody, there must have been some strong motive for it. As observed by the superintendent in his report, the time and the place of the accident make it impossible that it was brought about with a view to loot the train. Nor are there any grounds to believe that the train was wrecked with a view to kill any person or persons who were travelling or expected to be travelling in the train. It is impossible that any one could have maliciously wrecked it merely to take a satanic delight in the sufferings of the victims. It is admitted by the permanent Way Inspector and other employees of the Railway Department themselves that there was no enmity or ill-feeling whatever between any of them and the villagers and that they had no suspicions against anybody; and this eliminates the possibility of the fish-plates, bolts &c having been removed by any of the villagers or any of the old coolies to bring the present gangmen or any other member of the Railway staff into trouble. In the absence then of any motive whatever for any one to deliberately wreck the train, we are driven to the conclusion that the act could not have been deliberate and intentional and that it was, in all probability, due either to the negligence and indifference of the Railway Department and its employees or to other causes. What these causes precisely were in the case it is impossible to determine with certainty. As observed by the Railway Superintendent in his report the fact that some of the bolts and nuts were found

removed and kept near the scene of occurrence coupled with the circumstances that the gangmen were seen at work at the spot on the evening previous to the accident make it very likely that the men might have removed the bolts and nuts for purposes of repairs but failed to put them on again before closing their work for the day. This is rendered all the more probable by the attempt made by the Railway employees concerned to deny that any of the gangmen worked at the spot on the day previous to the accident - though this fact is spoken to unmistakeably by two of the witnesses examined by the police - Ramasami and Hutchappa, the former of whom is a respectable ryot and the latter a D.P.W. Maistry-whose statements there seems to be no reason to disbelieve, especially as they have no motive whatever to make a false statement in this respect. It may be also added - that the removal of the bolts and nuts as well as the dog-spikes could not be effected except with the special tools used for the purpose by the Railway Department and that as no tools are said to have been missing it goes against the theory that strangers might have obtained stealthy possession of them for the removal of the bolts and nuts &c.

4. The removal of a few bolts and nuts and perhaps also of some of the dog-spikes by the coolies and the omission to replace them might have weakened the rails so much that, though they stood the passage of the up-train from Mysore, they could not withstand the shock of the next train passing over them later in the night. It is also possible that the accident was due to or aggravated by defects in the engine or the S. I. R. four-wheelers. But whatever other causes the accident might be due to, I am, on a careful consideration of the circumstances of the case and the result of the enquiry, of opinion that it could not have been the result of any deliberate and wilful act of mischief on the part of anybody and that the affair does not admit of

any further light being thrown thereon by the Police.

5. The enclosures received with your letter under reply are herewith returned.

I have the honor to be,

Sir,

Your most obedient servant,

J. S. R. M. V. A. C. J. M.

Inspector General of Police.

MSR

No.5

Office of the Superintendent of Police,

Railways and C.I.D. in Mysore.

Bangalore, City dated 8/9th February 1918.

FROM

K. V. Anantaraman Esquire, B.A.,

Superintendent of Police, Railways and C.I.D.

in Mysore, Bangalore.

TO

K. R. Srinivasiengar Esquire, M.A.,

Inspector General of Police in Mysore.

Sir,

With reference to your order of the 25th ultimo asking for a report on the result of the enquiry - Police as well as departmental - into the railway accident which occurred on the 17th December 1917 between Mysore and Paschimavahini, and in continuation of my report dated 22nd December 1917, I have the honor to state as follows:-

2. The departmental enquiry into the accident was held at Mysore on the 21st December 1917. I was present when the witnesses were examined. The committee of enquiry found that "the evidence points conclusively to the fact, that a rail was maliciously removed or partially removed from the track by persons unknown, thus causing the accident, and the committee find that this is the cause of the accident". I send herewith for your perusal copies of the finding and the statements of the witnesses. The evidence shows that immediately after the accident, 3 fish bolts and nuts belonging to the joint at which the derailment commenced, were found lying on one side of a rail. They had apparently been taken out by some person. Dog spikes were found lying all over the place. The Permanent Way Inspector and the gang coolies state that no work was done on the permanent way at or near the scene of accident for ten -

days previous to the date of the accident, thus suggesting that the interference with the permanent way was deliberate and the work of strangers.

3. On the receipt of the finding, the Bangalore-Nanjangud section Railway Police registered the case under section 108 clause (b) of the Mysore Railway Regulation and I. took up the further investigation of the case. Inspector Mr. Abdul Latif of the Mysore City Police who has considerable local knowledge was placed on special duty to collect information about the accident. I summarize below the results of my investigation.

4. There is no doubt that the accident was caused by a loose rail, due to the removal of fish bolts, nuts and dog spikes, but the important point to determine is whether the latter's removal was malicious, and effected with the deliberate intention of causing a derailment, or not. A deliberate act of serious mischief will never be committed except by a person who had some strong motive, such as an intention to loot the train, or to injure some enemy travelling in it, or to discredit the permanent way authorities to whom he probably bore a grudge. The manner in which the bolts, nuts and spikes have been removed clearly shows that it was not the work of the ordinary villager, but that it must have been done by some person who was acquainted with work on the permanent way, and with the aid of tools such as are used by the gang coolies. Now the most extensive enquiry has failed to discover any person who had a sufficient motive to commit the mischief. The time of accident, which was day-break, and the place of accident which was almost within sight of Mysore, bar all suggestion of mischief with intent to loot the train. There is no ^{content} discredit of any kind among the permanent way staff.

5. In the course of the enquiry it has been elicited that the gang coolies were working on the line near ^{the} site of the accident, on the day previous to the date of the accident. Huchappa, a respectable ryot of Nagenahalli and Ramasami, a D.P.W. Maistry state that they observed the gangmen working on the rail road to the south of

the bridge, on the morning of the 16th December, and that when on hearing of the accident on the following day, they went to see the wreck, they found the train derailed at about the spot where the gangmen were working the previous day. The gang maistry and his men deny this. This is a suspicious circumstance. There is no reason why Huchappa and Ramasami should come forward to speak an untruth. The gangmen apparently are afraid to admit that they worked near the scene of accident on the day previous to the accident, lest the accident should be attributed to their negligence. Having regard to the total absence of motive, to the fact that the gang worked on the railway line on the day previous to the accident and to the manner in which the rail has been loosened, I strongly suspect that the gangmen must have removed the fish bolts and nuts and spikes with a view to effect some repairs, and that owing to carelessness or negligence they must have failed to complete the work. The running of a few trains must have loosened the rail still further, and thus the way must have been prepared for the accident.

6. The Railway witnesses are very reticent and hold to the theory of malicious interference with the permanent way. I am making further enquiries to find out the truth of the matter.

I have &c.,

Sd/- K. V. Anantaraman

Superintendent of Police,

Railways and C.I.D. in Mysore.

C O P Y

[Handwritten signature]

Inspector General of Police.

FINDING

The evidence points conclusively to the fact that a rail was maliciously removed or partially removed from the track by persons unknown, thus causing the accident, and the committee find that this is the cause of the accident.

Sd/- H. MacLeod, president.

Sd/- George V. Tavernor
Member.

Sd/- A. Vanghan Williams
Member.

C O P Y.


For *Inspector General of Police*
in Mysore.

JOINT ENQUIRY 21-12-1917.

Into cause of accident to No.4 Down on 17-12-1917
at mile 292/4 between Paschimavahini and Mysore.

H. T. MacLeod	District Engineer	President
A. Vanghan Williama	District Loco Super- intendent.	Member
G. V. Tavernor	District Traffic Super- intendent.	do
K.V. Anantaraman	Superintendent, Railway Police.	Mysore
H.V. Ramaswamy	City Magistrate.	Mysore

Also
attend-
ed.

WITNESSES.

H.L. Lewis	P.W. Inspector	Mysore
V. Ganeswaram	Works Maistry.	Mysore.
Ningah	Gangmate	No.7 Gang
Runga Runga	Keyman	do
T. Burchett	Chief Guard	
A. Gopal Rao	Brakesman	
M. Macmerny	Assistant Carriage Examiner.	
Dr. E.S. Krishnaswamy Iyer.	Passenger	

Statements of the Engine Crew were recorded by the Loco
Foreman, Bangalore City.

Driver	Ahmed Khan
Augwalla	Runganathan
do	L. Marry

C O P Y

W. A. G. G. G.
Ins. Police
in Mysore.

HISTORY OF CASE.

Just after the Engine of No.4 Down mixed on morning of 17th December had passed Bridge No.739 at mile 292/3 to 4 between Paschimavahini and Mysore, it derailed and capsized also 10 empty 4 wheel coaching vehicles (S.I.R.) immediately behind the Engine, and leading bogie of B.B.L. No.949 derailed only. The 4 wheel stock being completely wrecked. The distance from point of derailment to point where Engine came to rest is 109'.

The accident happened on a short straight 329' long and on the level, the approach to it being a raising grade of 1 in 100.

There were no passengers in the wrecked stock as they were being sent on transfer to the Mysore State Railway, Mysore.

Statement of witnesses:- Attached

The statements of engine crew were taken by the Loco Foreman at Bangalore City as the men were not sufficiently recovered to attend the inquiry.

C O P Y

K. Narayana
JN .. 13/12/20
in Mysore.

Statement of Mr. H. L. Lewis, P. W. Inspector, Mysore
age, 41, Grade 2nd grade P. W. Inspector.
Pay Rs.140/-, Service 11 $\frac{1}{2}$ years.

I received a memo from the Station Master, Mysore at about 7-10 hours on 17th morning that a passenger reported that the engine and several vehicles of No.4 Down were derailed about midway between Mysore and paschimavahini. I started as soon as possible with the Train Examiner and the Works Maistry by trolley and arrived at the site of the accident Mile 292/4 at about 7-45 A.M. I found the engine overturned down the bank on the right side and several vehicles wrecked and lying in all directions.

On investigation as to the cause of the accident I found that at the first joint on the right side beyond the bridge (see sketch) 3 fish bolts had been entirely removed and were lying near the joint with their nuts and washers intact.

These nuts had fresh marks on them of a spanner or other instrument. At the next joint on the right side the fish plates and fish bolts were entirely removed and were, after the wrecked vehicles were removed found near the joint intact and two bolts down the bank.

At the next joint on the right the fish plates were broken and the broken pieces still attached to the rails. Between the first and second joints on the cess I found dog spikes with fresh marks on the lugs to show they had been very recently drawn.

The first rail was half way down the bank, with the inner fish plate of the first joint broken and the outer fish plate bent and no plates on the other end..

The rails on both sides beyond this were badly bent and displaced.

question- What was the distance from point of derailment to point where engine came to rest?

Answer - 109. See sketch.

question - Describe what you saw at the point of derailment?

Answer - Behind the first joint already referred to there were no marks whatever and no damage to track. Immediately after the first joint there were flange marks on the sleepers, the sleepers were smashed up and displaced and the ballast ploughed up.

question - Do you consider that the first rail at point of derailment was in its normal position before the engine passed over it?

Answer - The end of the rail next the first joint must have been in its correct position because the fish plates were found broken attached to the rail. The other end

question - would appear to have been slewed out because the dog spikes and fish plates had been removed and were not broken.

question - Did you see anything else at the site which might have accounted for the accident?

Answer - No.

question - What was the last time previous to the accident that you passed the spot?

Answer - By trolley on 14th and by 2 Down on 14th.

question - Did you notice anything?

Answer - No.

question - Had the gang been working recently at the spot of derailment?

Answer - About 10 days previously.

question - What had they been doing?

Answer - Packing only.

question - Have you had any friction with the mate or gangment recently?

Answer - No. The pay of the gang has been recently increased 8 annas, and the mate was transferred on a 1/- increase from kadakola about 2 years ago.

Question - Has anyone in that gang of the next gang on either side been recently dismissed?

Answer - No. But there have been resignations owing to high wages being paid locally.

Question - Did you examine the engine?

Answer - Yes. I saw nothing which would account for the accident.

Question - Had there been any friction between this gangmate and the gangmates on either side?

Answer - No. Not to my knowledge.

Question - How many dog spikes of the first rail did you find?

Answer - Nine.

Question - Have you got any of the dog spikes of the next rail?

Answer - No.

Question - Have you any reason to suspect any of the villagers of Naganahalli?

Answer - No.

Question - What is your opinion as to the cause of the accident?

Answer - Malicious tampering with the permanent way.

Question - With regards to the evidence given could any other thing have caused the derailment?

Answer - In my opinion No.

Sd/- H. L. Lewis

P. W. Inspector, Mysore section.

C O P Y


For Inspector General of Police
Mysore.

Works Maistry V. K. Gnaneswaram, Age 28, service 8 ½ years

Grade Works Maistry - Pay Rs.30/-

I went out with the P. W. Inspector to the site of the accident. I have read the P. W. Inspector's statement and fully corroborate it and have nothing to add to it.

I seldom go out on the line as I am in charge of special works at Mysore.

Sd/- V. K. Gnanezwaram.

Work3 Maistry.

C O P Y

Manager

In Ins ", Pooico
in Mysore.

Statement of Gang Maistry Ningah, Age 50, Service more than 30 years, Grade Gang Maistry, Pay Rs.13/-.

I was going along the line to work at about 7-30 A.M. when the P.W. Inspector came along on a trolley and picked me up at mile 293. I was not aware of the accident till the P.W. Inspector told me.

I got my gang and arrived at site of accident about 8-30. I found one rail fallen off on the right side, and 3 bolts and nuts removed of the first joint on the right side, and one bolt still in place and one fish plate in position and bent and the other broken.

I could not see the 2nd joint as it was covered with ballast. The spikes were thrown about and they had fresh marks of removal.

Question - Where were you working the day before the accident?

Answer - I was packing the line at mile 293.

Question - Had you been working recently at the actual site of the accident?

Answer - No.

Question - Have you been renewing or removing any of the fish bolts there?

Answer - No.

Question - When did you last examine the track at the site of the accident?

Answer - About 10 days previously.

Question - Did you suspect anybody of doing it out of malice?

Answer - No.

Question - Where did you keep your claw bars and spanners the previous night?

Answer - In my house at Mysore.

Question - Have any bars or spanners been lost recently?

Answer - No.

Question - How many claw bars have you got?

Answer - 3; spanners 2.

Question - Were all the bars in your house on the night of the accident.

Answer - Yes, Keyman keeps 1 spanner.

/ Mark of Gang Maistry Ningah
(translated to witness and submitted correct) Sd- H.T. McLeod.
ANANTARAMAN.

C O P Y

[Handwritten signature]

Statement of Keyman Runga Runga, Age about 25, service 2 years

Grade Keyman, pay Rs.8-8-0.

question - Did you examine the track on the day previous to the occurrence at the site of the accident?

Answer - Yes. It was alright then.

question - Did you notice anything about the track after the accident?

Answer - Yes. I saw some rails removed down the bank and some bolts and spikes removed and placed on the sleepers.

question - Are you aware of anyone who out of spite may have caused this accident?

Answer - No.

question - Do you know when the gang last worked at the spot of the accident?

Answer - Some 3 or 4 days before the accident they might have worked there packing the line.

/ Mark of Keyman Runga Runga

translated to witness and acknowledged correct.

Sd/- K. Anantaraman.

Sd/- H. T. McLeod.

C O P Y


Jy Inspector General of Police
Mysore.

Statement of Guard Burchett, Age 46, Service 11 years

Grade Chief Guard, Pay Rs.85/-

I am the guard of 4 Down on night of 16th Bangalore City to Mysore. I arrived at Paschimavahini on time and left right time. My brake-van was in rear of the train. At 5-30 I heard a loud bumping noise in front of the train, on opening the brake-van door and looking towards the front of the train I could see nothing. I felt 3 or 4 shocks and was thrown out of the brake. I got up and walked up to the front of the train, and met the under-guard and found the Driver and 3 firemen in a disabled condition lying down near the engine. I saw the engine and carriages derailed and the carriages smashed up. I first got all the passengers out, none of them injured as far I could ascertain.

There were no passengers in the wrecked vehicles. I next sent the under-guard to Mysore with the accident message on foot.

Question -- Did you examine the track at the site of the accident?

Answer Yes. I saw a rail on the right side of the bank and the bolts and nuts unscrewed, lying near where the rail should have been in the track. I am of opinion that a rail was wilfully removed.

Question At what speed the train was travelling at the time of accident?

Answer About 15 miles an hour.

Question Did you take any steps to protect your train?

Answer Yes. I sent detonators with the underguard to place on the line on Mysore side and placed them myself on the Paschimavanini side after the underguard went to Mysore.

Question What was the composition of the train?

Answer Engine, 10 S.I.R. 4 wheel coaching stock, 2 M & S.M. B.B.L., 3 B.Ts., 1 C.P.B. and 2 T.B.

Question Did the driver whistle for brakes?

Answer No.

Question

Did you apply brakes?

Answer

No.

Question

Did any passenger complain of injuries?

Answer

No.

sd/- Burchett.

C O P Y

W. Burchett

Statement of A. Gopala Rao, Brakeman, Age 32, Service 9½ years
Grade Brakesman, Pay RS.20/-

I was the brakesman of No.4 Down on 16th night from Bangalore City to Mysore. I left Paschimavahini at right time. At mile 292/3 at about 5-30 I was standing in the brake when I felt 3 bumps and fell down and was partially stunned.

After a few minutes I recovered sufficiently to get out of the brake and saw the engine capsized and several carriages smashed up. I then removed the passengers and after seeing the Chief Guard and getting his instructions walked to Mysore to report the accident. I met nobody on the way.

The Chief Guard told me to protect the train on that side as I went, which I did with detonators. My brake-van was immediately behind the S.I.R. stock and the front bogie of it was derailed.

Question - Were there any passengers travelling in the S.I.R. coaches?

Answer - No. Not so far as I am aware.

Question - Did you examine the permanent way?

Answer - Yes. I saw one rail lying down on the right side of the bank and some loose bolts and nuts lying beside the track.

Question - Did the Driver whistle for brakes?

Answer - No.

Question - At what speed the train was going?

Answer - About to 12 to 15 miles an hour.

Sd/- A. Gopal Rao.

C O P Y

Wang
For Inspector General of Police
in Mysore.

Statement of M. Mcmerney, Train Examiner, Mysore.
Age 33, Service about 15 years, Grade Train Examiner. Pay Rs. 90

On the 17th morning about 7 0' clock I received information as to the accident. I went out with the P.W. Inspector by trolley at about 7-10.

On arrival at scene of accident I found the Driver and firemen near the engine injured and lying down. On further examination I found the engine had capsized on the right side of the bank and several 4 wheel vehicles smashed up.

On looking at the permanent way to see the cause of the accident, I found 3 bolts and nuts removed and lying down near the track, the rail thrown out to the side and no dog spikes in the sleepers. I then returned to Mysore to get assistance.

Question - What do you consider the cause of the accident?

Answer - Some fish bolts had been obviously removed and no dog-spikes were visible.

Question - Did you examine the engine?

Answer - No.

Question - Did you consider that anything concerned with the S.I.R. stock was the cause of the derailment?

Answer - No. I gauged all the wheels and found them correct.

Sd/- Mcmerney. M

C O P Y

Macmerney
For Inspector General
in Mysore

Statement of Driver Ahmed Khan, S.R.No.10662, service
18 years, Age 33 years. Rate of pay Rs:80/- per mensem.

I was the Driver of No.4 Down mixed train from Bangalore on the 16th night of December 1917. Up to the Bridge between mileage 292/3 and 4 nothing unusual happened, but just/I passed this Bridge travelling at the rate of 15 miles an hour the Engine began to jump and rock about and just as I applied the brake, turned completely over throwing me violently outside where I lay shivered.

Sd/- Ahmed Khan.

C O P Y



For Inspector General of Police
in Mysore.

Statement of Augwalla Ranganathan, S.R.No.10673
Rs.
Service 12 years, Rate/18/- . Age 28 years.

I was the first foreman on Engine No.140 D. working
No.4 Down mixed train from Bangalore on the night of the
16th instant. After passing the bridge about two miles
from Mysore the engine rocked about and fell ~~down~~ over.
That is all I know. We were running about twelve to fif-
teen miles an hour at the time.

X Mark of Augwalla Ranganathan.

The above was read and explained to Augwalla Ranga-
nathan and acknowledged by him to be correct.

Sd/- G. F. Williams

Loco Foreman, Bangalore City

20-12-1917.

C O P Y

Augwalla Ranganathan
Jy Inspector General
in Mysore.

Statement of Augwalla L. Marry, Service 6 years. .

Age 24 years, Rate Rs.14/-

I was the second foreman on Engine of No.4 Down P while working No.4 Down Mixed train from Bangalore on the night of the 16th instant.

After passing over a bridge after leaving Paschimavahini behind about 4 miles the Engine rocked and jumped as if derailed. Then while the driver was putting on the brake the engine turned over and I jumped off.

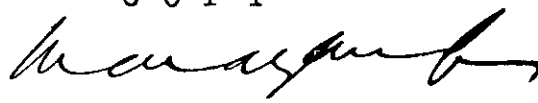
X Mark of Augwalla Marry.

The above was read and explained to Augwalla Marry and acknowledged by him to be correct.

Bangalore City,
19-12-1917.

Sd/- G. F. Williams
Loco Foreman.

C O P Y


Joy Inspector General

Statement of Dr. R. S. Krishnaswamy Iyer, a First class passenger by No.4 Down of 16th night.

Some time after leaving Paschimavahini I heard a noise. I was about in the middle of the occupied portion of the train. There were 3 or 4 bumps and the train stopped. On looking out I saw that my carriage had stopped on a bridge. The train was going slowly at the time of the accident.

I and others got out and walked forward and found the engine capsized and several carriages smashed up, and the driver and fireman injured.

Then I went and saw the portion of the track where the derailment occurred. It was day-light. I found a rail on the right side some distance from the track and 3 bolts and nuts unscrewed and removed and kept near where the rail should have been.

One fish plate attached to the end of the rail on the Paschimavahini side was bent and the other broken.

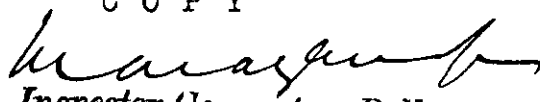
Several dog spikes were lying about.

It was obvious that the bolts had been removed before the passage of the train.

There were a few passengers irregularly travelling in the smashed 4 wheel carriages who afterwards escaped with trifling injuries.

Sd/- R. S. Krishnaswamy Iyer.

C O P Y


Inspector General of Police
in Mysore

GEN. & REV. SECRETARIAT.
9
TYPING Sec.
9 MAR 1918

file no. 106-17
sl. no. 9

Letter no. 5994 dated the
417

2nd
4th March 1918 from the.

D. G. Police in Mysore to the
Ch. Secy. to the Govt. of Mysore

Memo Pol. 844 9-14-3-1918

Copy of the above is forwarded
to the final dest. to the Honble
the Resident in Mysore with
sl. no. 5 reference to his letter no. 1050 dated
the 8th Feb 1918.

By Order

For Ch. Secy. to Govt.

Pl.
9.3.18.
H
9/3/18